

## AMENDMENT TO THE SPECIFICATION

1. Please replace the paragraph beginning on page 1 line 5 and ending on page 1 line 7 with the paragraph below:

The present disclosure relates to navigational aids. In particular, the present disclosure relates to navigational aids to allow the determination of the advised entry procedure for holding patterns ~~patters~~ and runway traffic patterns.”

2. Please replace the paragraph beginning on page 1 line 9 and ending on page 1 line 22 with the paragraph below:

“The determination of how to correctly enter a holding pattern or a runway traffic pattern is one many pilots face every day. Under current regulations, the Federal Aviation Administration (FAA) has set forth a series of recommended entries to holding patterns and runway traffic patterns ~~patters~~. While standardizing such entries, it has been said that the level of effort required to correctly enter a holding pattern ~~patter~~ requires a level of effort that is disproportionate with the importance of the task. Many pilots, even experienced ones, suffer unneeded anxiety over entry into holding patterns and runway traffic patterns. Prior to 1961, there was no FAA authorized entry procedures for entering a holding pattern or a runway traffic pattern. For instance, prior to 1961, a pilot simply flew to the designated holding fix of a holding pattern, turned in the shortest direction to the outbound radial. The shortest turn back to the fix would establish the pilot in the racetrack holding pattern. While simple, the procedure gave no standardized procedure and required that increased airspace be set aside for the designation of holding patterns to account for the variability of entry.”

3. Please replace the paragraph beginning on page 5 line 23 and ending on page 6 line 5 with the paragraph below:

“Parallel Procedure: When approaching the holding fix from anywhere in entry designating sector P, the parallel entry procedure would be to turn to a heading parallel to the holding course outbound on the nonholding side of the holding course for a given

distance or period of time as directed by air traffic control (ATC), turn in the direction of the holding pattern through more than 180 degrees, and return to the holding fix or intercept the holding course inbound.”

4. Please replace the paragraph beginning on page 11 line 7 and ending on page 11 line 20 with the paragraph below:

The holding pattern fix is a VHF Omni-directional Radio (VOR) and the pattern is standard on the 090 degree outbound radial. The aircraft track inbound to the fix is 120 degrees. The pilot will affix the navigational assist disk system to the directional gyroscope (or other appropriate instrument) face plate via the means for attachment and turn the proper entry determining element such that the reference element, arrowhead 10, aligns with the outbound radial, 090 degrees. In this manner the initial orientation of the aircraft with respect to the holding pattern is established. The navigational assist disk system display the proper entry designating sector at the bottom of the element and the pilot views the entry designating labels to determine the advised entry procedure and the entry plan designator (if used) to visualize the maneuvers required to execute the advised entry procedure. In this example, the navigational assist disk system informs the pilot that a parallel entry into the holding pattern is advised. The entry plan designator (if used) associated with the entry designating label will assist the pilot in visualizing the maneuvers required for a parallel entry into the actual holding pattern.